

CITY OF BELLEVUE
CITY COUNCIL

Summary Minutes of Extended Study Session

February 12, 2001
6:00 p.m.

Council Conference Room
Bellevue, Washington

PRESENT: Mayor Mosher, Deputy Mayor Marshall, Councilmembers Creighton, Davidson, Degginger, Lee, and Noble

ABSENT: None.

1. Executive Session

The meeting was called to order at 6:02 p.m. by Deputy Mayor Marshall, who announced recess to executive session for 30 minutes to discuss one item of potential litigation. The study session resumed at 6:40 p.m. with Mayor Mosher presiding.

- ➡ Mr. Lee moved to amend the agenda to add item 3(a), Open Window School Motion to Reconsider, and Dr. Davidson seconded the motion.
- ➡ The motion to amend the agenda to add item 3(a), Open Window School Motion to Reconsider, carried by a vote of 7-0.

2. Oral Communications

- (a) Laura Carroll, a recently retired member of the Sammamish Community Council, read a letter submitted by the Community Council last August regarding the 148th Avenue SE Improvement Project. The letter states that the Council has followed this proposed project since it was first brought to the Council's attention as part of the East Bellevue Transportation Study in 1991. The letter expresses concerns regarding potential negative impacts to Robinswood Park. Alternative 3 would move the eastern curb of 148th Avenue as much as 26 feet into the park, which would require the removal of many large trees. Ms. Carroll said the Sammamish Community Council is not advocating any of the alternatives at this time. However, the Council strongly opposes Alternative 3, which would also require the removal of a landscaped berm bordering St. Andrews Church.

Mayor Mosher thanked Ms. Carroll for serving on the Sammamish Community Council.

- (b) Earle Murray, 16432 NE 18th Street, discussed community surveys conducted annually by the Chamber of Commerce. He noted that public safety is consistently a top priority for the community. The next three priorities identified are schools, parks, and streets. Mr. Murray said the Police Department moved into its current facility in 1964. He feels it is important to provide a new, secure police facility that would accommodate all Police Department functions.
- (c) Linda Youngs spoke on behalf of the Open Window School and thanked Mr. Lee for his motion to add reconsideration of the matter to the agenda. Ms. Youngs asked Council to deny the appeal or to take more time if necessary before making a decision.

3. Study Session

(a) Open Window School Motion to Reconsider

Mayor Mosher said some Councilmembers have been contacted since Council's action on February 5, 2001, regarding the conditional use permit application of Open Window School. At Mr. Mosher's request, City Attorney Richard Andrews explained the procedure regarding disclosure of any Councilmember ex parte communications.

Mr. Andrews said the Appearance of Fairness Doctrine under state law requires that Councilmembers disclose any ex parte communications regarding quasi-judicial matters. The Council's rules provide that no communication on a quasi-judicial matter may be submitted to the Council if it is received after 1:00 p.m. on the Wednesday preceding the meeting at which the matter will be considered. In addition, all such communications are to be reviewed by the City Attorney's Office to ensure they contain no information that is outside of the record if the matter is a closed record appeal, as is the Open Window School matter.

Mr. Andrews reminded Councilmembers they cannot consider any materials they may have received from anyone if received after 1:00 p.m. on Wednesday. However, all ex parte communications must be made public. The statute requires that Councilmembers state the following on the record, so far as they are able to do so: names of persons with whom the communication occurred, whether the communication was written or oral, and the substance of the communication. If the communication is written, including emails and voicemails, Councilmembers should submit the written document or transcript, if one exists, into the record. The other parties would then have an opportunity to rebut the substance of any such communications before the Council proceeds to take action. Mr. Andrews noted that communications received after 1:00 p.m. on Wednesday will become part of the record for Council's consideration after the City Attorney's Office has reviewed them for compliance with the requirement regarding no new information outside of the record.

Mayor Mosher said he received numerous emails and looked at some of them before he realized he should not read them. These emails have been turned over to Myrna Basich, City Clerk.

Deputy Mayor Marshall received more than 70 emails, all of which have been forwarded to Ms. Basich. Mrs. Marshall spoke with one person, Emily Anderson, at the Bellevue Boys and Girls Club and informed Ms. Anderson she could not discuss the matter. Mrs. Marshall responded to one email thanking her for her vote, essentially thanking the person for the thank you. She received two phone calls, and the callers' names have been submitted to the City Clerk. She also received one voicemail message but did not return the call.

Mr. Degginger received numerous emails, most of which he did not read. He read some emails that did not initially appear to be on this subject, and these have been forwarded to the City Clerk. He has not spoken with anyone in the community regarding the matter.

Mr. Noble received many emails and read only one, which will be turned over to the City Clerk. One citizen attempted to speak with Mr. Noble about the issue, but Mr. Noble advised him that he could not discuss it.

Mr. Lee received many emails as well, which he will give to the City Clerk. He responded to one email thanking Mr. Lee for his vote. He also called William Koch to thank him for his nice email. Mr. Lee met with Dan Vradenburg and two other citizens regarding the matter and explained the process allowing Council to reconsider the decision. Mr. Lee said he phoned Peter Frame but was unable to reach him. When Mr. Frame returned the call, he left a message for Mr. Lee, who did not return the call because he realized he should not be engaging in such communications.

Dr. Davidson received several emails, which he deleted without reading. He did not return any phone calls on the issue.

Mr. Creighton said he was out of town and has not opened any emails yet. He did not receive any phone calls on the issue.

Mayor Mosher asked if there was anyone in the audience wishing to rebut any of the communications described by Council. No one came forward to comment.

- ➡ Mr. Lee moved to reconsider Council's decision of February 5, 2001, granting the appeal and denying the Conditional Use Permit application of Open Window School, and Dr. Davidson seconded the motion.

Mr. Lee's purpose in making the motion is to allow the parties and City staff to present argument to Council on the applicability and effect of Comprehensive Plan Policies LU-1, LU-16, LU-17, TR-88, and Land Use Code Section 20.10.180. If reconsideration is granted by the Council, Mr. Lee proposed postponing a final decision for approximately three weeks to allow the parties and staff adequate time to prepare for the hearing.

In response to Mayor Mosher, Mr. Andrews said a successful motion to reconsider will put the issue back on the table and arguments are not limited to the policies referenced by Mr. Lee. Council would be able to take the same range of actions that were available on February 5.

Mr. Degginger said he will oppose the motion. He feels the issues have been thoroughly discussed in the two quasi-judicial hearings.

Dr. Davidson spoke in favor of the motion in order to allow additional time to fully consider the issue.

- The motion to reconsider Council's decision of February 5, 2001, granting the appeal and denying the Conditional Use Permit application of Open Window School, carried by a vote of 6-1, with Mr. Degginger dissenting.
- Mr. Lee moved to schedule the Open Window School reconsideration hearing for the March 5, 2001, City Council Regular Session, and Dr. Davidson seconded the motion.
- The motion to schedule the Open Window School reconsideration hearing for the March 5, 2001, City Council Regular Session carried by a vote of 7-0.

(b) Council New Initiatives

Mrs. Marshall requested an update on the use of sandwich board advertisements, particularly in the Overlake area. She has recently noticed young people waving signs to advertise homes for sale in her neighborhood which she feels is distracting to drivers. Mr. Andrews said staff will provide an update to Council.

Mr. Lee noted the state legislature is considering a ban on the use of cellular phones while driving. He is in favor of this initiative and suggested that City staff find out more about the legislation.

Mr. Noble feels the state legislature is the proper forum for this action. He is not in favor of spending staff time to address the issue.

In response to Mayor Mosher, Police Chief Jim Montgomery said staff will continue to monitor the progress of this legislation and provide updates to Council.

(c) Public Safety and City Hall Campus Planning Efforts

Interim Deputy City Manager Ed Oberg said staff will provide an update on the ongoing Public Safety and City Hall Campus planning efforts. Staff is requesting Council concurrence regarding the next steps and project schedule.

Chief Montgomery said the Police Department is experiencing critical facility needs. The Communications Center is currently located in the basement of Fire Station 3. This facility was established 17 years ago with 18 staff members and now houses 50 employees. Chief Montgomery described the crowded conditions and associated noise levels, inadequate space for equipment, and inadequate parking facilities. In addition, the basement experiences regular water encroachment and a musty environment.

Chief Montgomery said the City currently has fire and police dispatch contracts with 14 other jurisdictions. Eliminating all of the contracts would reduce staff by 12 percent at a savings of approximately \$350,000. However, the loss of these contracts would represent a loss of approximately \$1.4 million annually. Chief Montgomery is in favor of maintaining the current regional communications center for business reasons and to provide the best service for citizens.

Chief Montgomery said Police Department personnel are scattered in five different locations of the City Hall Campus, as well as Bellevue Service Center and the Communications Center. Citizens are often unsure of where to go for police services because there is no obvious facility accessible to the public, except for the Police Records office in the lobby of City Hall. Chief Montgomery described overcrowding and inadequate restroom facilities in the Police Annex. He said the records office in City Hall is small and does not provide any privacy for citizens wishing to report a crime or discuss records. A public safety levy presented in 1992 which failed at the ballot box requested a facility for police headquarters, fire administration, emergency operations center, communications center, and related public safety support.

Chief Montgomery described the critical need to address current deficiencies in the communications center. Further, he feels consolidating the police and communications functions into one public safety center would result in cost savings and enhanced accessibility for the community. The creation of a consolidated facility would open up space in City Hall for other departments and add much needed parking capacity to the City Hall Campus.

Chief Montgomery introduced Marcia Harnden, Public Information Officer, and Susan Harper, Facilities Project Manager. Ms. Harper discussed the following alternatives to address Police Department needs:

- “Pay as you go” approach in which facilities are added as needed. Current needs for improved shower/workout/locker facilities, Police Annex renovation, a parking garage, and future Operations Building expansion on the City Hall Campus are estimated to cost \$16-19 million.
- Separate 911 Communications Center at an estimated cost of \$12-13 million.
- Consolidated public safety center, including communications center and emergency operations center, at an estimated cost of \$25-30 million (excluding land purchase).

Ms. Harper said staff will continue to look at other possible locations for a consolidated center. The proposed public safety center would be 70,000 to 80,000 square feet, which is roughly equivalent to the Leavitt Building. City Hall is 85,000 square feet. Ms. Harper noted the project would provide needed space for other departments in City Hall and the Leavitt Building. She said a consolidated center might also house Fire Department headquarters and/or District Court and Probation Services. Site options under review are the City Hall Campus, purchasing and redeveloping an existing building, buying land and building a new facility, or a lease/purchase approach.

Mr. Oberg said staff recommends proceeding with the following steps: 1) evaluation of site alternatives, 2) validation of facility programming information, 3) refinement of the facility's size and cost, and 4) a review of funding options. He proposed returning to Council with

additional information and recommendations in May 2001. Mr. Oberg requested Council's concurrence with continued planning activities.

In response to Mr. Degginger, Chief Montgomery said the current Communications Center contains approximately 5,000 square feet. In a new facility, 20 percent of the space would be designed to accommodate future growth and expansion. Responding to Mr. Mosher, Chief Montgomery said a consultant recommends that 15,000 square feet is needed to provide adequate room for current communications center staff and equipment. He noted that a consolidated public safety center would provide conference/training rooms and other facilities that could be shared by all personnel within the Police Department.

In response to Mr. Degginger, Ms. Harper said the Police Department currently occupies approximately 38,000 square feet in the Bellevue Service Center, City Hall, Leavitt Building, and the Police Annex. Chief Montgomery described conditions as critically cramped. He said the Police Department's space needs have been based in part on similar cities such as Burbank, California. Ms. Harper noted that the preliminary proposal includes space for Fire Department headquarters as well. Mr. Oberg said staff is working on a long-range staffing model for the City, which will be coordinated with the public safety and overall space analysis.

In response to Mrs. Marshall, Chief Montgomery said contracting jurisdictions would be expected to contribute to the cost of building a new public safety facility. In further response, Chief Montgomery said the new custody facility on the City Hall Campus provides an additional incentive for locating a consolidated facility on the campus. He said the estimate of \$25-30 million does not include potential District Court facilities, which would require significant additional investments.

Mr. Lee feels it is important to consider future needs. Chief Montgomery described staff's plans to fully analyze the alternatives and return to Council with comprehensive information on costs and benefits. With Council's concurrence, staff will determine King County's plans for the Bellevue District Court facility.

➡ Mr. Creighton moved to approve continued study of the Public Safety Consolidated Facility proposal, and Mrs. Marshall seconded the motion.

Mr. Creighton feels it is important to review public safety needs at this time.

Dr. Davidson chaired the committee that studied public safety facility needs prior to the attempted 1992 Public Safety Property Tax Levy. He is concerned about the current crowded conditions, based on a recent tour of the Police Annex, and supports proceeding with further study.

Mr. Noble said citizens expect efficient and responsive public safety operations. He said current facilities are deteriorating and may detract from efficient response in the future.

Chief Montgomery invited Councilmembers to meet with him and tour Police facilities to gain a better understanding of current conditions and needs.

- ➡ The motion to approve continued study of the Public Safety Consolidated Facility proposal carried by a vote of 7-0.

(d) Update on 148th Avenue SE Roadway Improvements

Transportation Director Goran Sparrman said four alternatives have been developed and analyzed for the 148th Avenue SE Roadway Improvements project. He said the purpose of the project is to optimize the use of the corridor and relieve congestion.

Nancy McGarity, Project Manager, provided a brief history of the project. The project originally identified in the 1999-2005 Capital Improvement Program (CIP) Plan added one southbound lane from SE 24th Street to I-90. Staff developed and analyzed four alternatives. Alternative 1 is based on the original project scope and requires modifications to the Texaco service station as well as removing and rebuilding the existing sound wall on the west side of 148th Avenue SE. Alternatives 2 and 3 are essentially the same, except that Alternative 3 shifts the overall project configuration to the east. Both alternatives preserve the Texaco station and sound wall but require the removal of a significant number of trees along Robinswood Park.

Ms. McGarity said project alternatives were discussed with the public and Bellevue Community College last summer. BCC submitted a Modified Alternative 2, which allows traffic exiting the college to turn left at Landerholm Circle and proposes a pedestrian overpass crossing 148th Avenue SE near Landerholm Circle. In response to BCC's proposal, City staff developed Modified Alternative 4 combining some elements of BCC's proposal with the original Alternative 4. Modified Alternative 4 provides right-turn movements into BCC from southbound 148th Avenue SE and left-turn movements out to northbound 148th Avenue SE only. The completed leg of the SE 28th Street intersection would allow left-turn movements into BCC from northbound 148th Avenue SE. This alternative prohibits left turns into Landerholm Circle for cars coming from the eastbound I-90 off ramp, however. Signs along eastbound I-90 would be modified to direct cars to exit at 150th Avenue SE and enter BCC at the relocated entrance.

Dirk Mitchell, Traffic Engineering Project Manager, described the traffic modeling tools used to analyze signal timing and coordination and to compare alternatives. He displayed models of Alternative 1, Alternative 2, and Modified Alternative 4. With Alternative 1, the model actually starts to fail with long queues and traffic congestion. Alternative 2 also generates a fairly long southbound queue. Modified Alternative 4 generates a long northbound, left-turn queue, but it does not block any through movements so traffic flows quite well.

In response to Mr. Creighton, Mr. Sparrman said the comparative costs of the alternatives have not been fully developed. Modified Alternative 4 is expected to be less expensive than Alternative 4, which involves acquisition of the Texaco station property.

Mr. Noble commented on the discussion of this project at the Transportation Commission meeting last week. He anticipates that all of the alternatives will have some impact on the Texaco station. Mr. Sparrman said the project's impact on the station will be more fully analyzed as the project progresses.

Mrs. Marshall noted that \$1.6 million is currently allocated to this project, and Modified Alternative 4 is estimated to cost approximately \$4 million. Mr. Sparrman said staff will return with a recommended alternative and firm budget proposal in the near future. He noted that Modified Alternative 4 does not affect Robinswood Park or St. Andrews Church.

Mr. Degginger thanked staff members for their work on the project and for involving the community in an early discussion of alternatives. In response to Mr. Noble, Mr. Sparrman said the feasibility of a land swap in connection with Modified Alternative 4 needs further analysis before the project is brought back to Council.

(e) Phase I of Circulator Feasibility Study

City Manager Steve Sarkozy noted Council's request that staff provide an update on the feasibility of a downtown circulator system. He said the circulator concept is part of an overall transportation strategy to promote the use of transit and reduce the use of single-occupancy vehicles.

Mr. Sparrman introduced Larry Sauve of The Transpo Group, a consultant firm hired by the City to conduct the feasibility analysis. Staff is requesting Council concurrence to continue with the study and to further involve community stakeholders in discussions about the draft design.

Kris Liljeblad, Assistant Director of Transportation Planning, explained that circulator services were utilized in downtown Bellevue in both the 1970s and 1980s. Both were federally funded efforts that attracted riders but the services were discontinued. With rapid downtown growth, increasing parking costs, and upcoming construction of downtown road projects, Council recognized the need to review the feasibility of implementing a new circulator system.

Jonathan Dong, Senior Planner, said the consultant's technical report includes a market assessment of existing and projected downtown development. Downtown development is expected to grow from 5.2 million square feet in 1998 to 9.7 million square feet in 2010. Work trips are expected to increase from 500 daily work trips in 1999 to 2,000 daily work trips in 2011. Similarly, 43,000 daily non-work trips in 1999 are expected to grow to 106,000 daily non-work trips in 2011. A market research survey of downtown residents and employees was conducted to determine interest in a circulator service. Residents (57%) are more supportive of the proposed service than downtown workers (31%). Cost was identified as the most important factor in deciding whether to use the service. Respondents noted a preference for daily and relatively frequent service and a willingness to walk two or three blocks to use the service.

Mr. Dong said staff has identified the following key characteristics for a successful circulator system:

- Service should be provided throughout the day.
- Recognize and address current gaps in transit service coverage.
- Coordinate service with regional services.
- Establish a strong identity for the circulator service.
- Service should be free to customers, with departure times at 10 to 15 minute intervals.

- Service may help mitigate road construction impacts.
- Street improvements, such as bus stops, will need to be considered.

Mr. Dong displayed a map of the proposed circulator route serving Bellevue Square, Downtown Park, Old Bellevue, Bellevue Transit Center, the downtown core, City Hall, and Overlake Hospital. He described potential circulator vehicles including three types of small buses and a trolley. The trolley was identified by survey respondents as a preferred vehicle because it is easily recognizable.

Mr. Dong said similar circulator systems experience the following ridership: Kent Shopper Shuttle, 10 riders per hour; Renton service, 14 riders per hour, and Spokane Plaza, 20 riders per hour. Based on these examples, it is estimated that Bellevue's system would experience 10 to 20 riders per hour. A second forecast method used market research data to predict ridership. If 25 percent of downtown residents and 10 percent of downtown workers used the shuttle service at least once per week (considered two trips), the projected ridership is 16 trips per hour. A third forecast based on a trip origin and destination model projects 10 to 20 trips per hour.

In response to Mr. Lee, Mr. Liljeblad said the projected ridership indicates a smaller vehicle would likely be most effective.

Mr. Dong described the estimated costs of a circulator system operating from 7 a.m. to 9 p.m. on weekdays and 9 a.m. to 9 p.m. on Saturdays, with service at 10-minute intervals. Metro could provide the system at an annual cost of approximately \$1.5 million. The cost of a privately contracted service is estimated at \$1.3 million.

Mr. Dong said staff recommends further discussion of project alternatives with community stakeholders. Next, staff would develop a preferred alternative specifying vehicle size, service identity, routing, frequency, and cost, leading to a formal recommendation to Council.

Mr. Creighton noted that a person traveling from Old Bellevue to City Hall would be required to travel via Overlake Hospital in order to reach City Hall. He asked if alternative routing configurations were considered, such as a figure 8 pattern that would serve the Bellevue Transit Center on a more frequent schedule. He noted the routing does not serve the main post office on Bellevue Way. Mr. Creighton suggested using vehicles with low loading platforms for maximum accessibility. He encouraged staff to take a look at the shuttle system in Whistler, B.C.

Mr. Sauve said an X routing pattern was evaluated, which would serve a similar purpose as the figure 8 pattern. The recommended circular routing is based on information regarding expected trip origins and destinations.

Mr. Creighton said people are unlikely to use the service if travel times are considerably longer than one would experience if driving his or her own car. Mr. Liljeblad commented that people are more willing to walk shorter distances and the circulator is designed to transport people slightly farther distances across downtown. Mr. Creighton feels the success of the service depends on its ability to move people between the transit center and major employers.

Mrs. Marshall said it is important to define “success” at the onset of the project. She suggested extending the circulator route to 120th Avenue NE where major employers are located. Although the circulator concept was a Council initiative, Mrs. Marshall asked Council to compare this project to the choice Council made for the distributed services approach for Sound Transit service. She suggested consideration of a ride-free zone within existing transit service as a way of encouraging local transit use and as an alternative to spending \$1.5 million annually for a separate system.

In response to Mr. Degginger, Mr. Dong said Kent, Renton and Spokane were chosen for comparison because their systems are similar to Bellevue’s proposed system. He said national models, such as Orlando and Boulder, experience 10 to 20 riders per hour. Mr. Liljeblad noted that Bellevue’s previous shuttle services experienced an average of 10 to 20 riders per hour.

Mr. Lee agreed with Mr. Creighton that travel times are a key consideration for the public. Mr. Lee feels the study has not adequately considered projected downtown development over the next three to five years. He encouraged service coordination with Metro.

Mr. Sparrman thanked Mr. Sauve for his analysis and assured Council that further study is needed before staff will be ready to make a formal recommendation of how to proceed.

As a final note, Mr. Creighton suggested staff analyze the circulator proposal in terms of its potential for reducing the need for more parking at City Hall.

At 9:05 p.m., Mayor Mosher declared a short break. The meeting resumed at 9:13 p.m.

(f) Transit Plan Update

Mr. Sarkozy said the purpose of the transit plan update is to provide a list of priorities and projects and to discuss Bellevue’s coordinated approach with King County and Sound Transit.

Mr. Sparrman recalled Council’s adoption of a Regional Transportation Vision statement in 1999 and the recent adoption of a Local Transportation Vision. Both vision statements communicate a need for the enhancement of transit services in Bellevue. Mr. Sparrman said the 1995 Bellevue Transit Plan is due for an update, in part to ensure the plan is consistent with the Council priorities identified in the vision statements. Staff is working now to update the plan in coordination with King County Metro’s Six-Year Transit Plan Update process. Mr. Sparrman introduced Jim Jacobson, Manager of Service Development, King County Metro, who was present in the audience.

Franz Loewenherz, Senior Planner, said Council and citizens have communicated the need for staff to work closely with Metro and Sound Transit to identify service improvements for the city. He said the Puget Sound region, like many areas of the country, has experienced a suburban commuting boom in which the origins and destinations of trips are becoming increasingly suburban in nature. The 1995 Metro Transit Plan acknowledged this trend and expanded suburban transit service. As a result, dramatic increases in ridership have occurred in East King

County over the past six years. With the approval of a 0.2 percent sales tax increase to support transit services in the November 2000 election, Metro is planning to increase service hours in East King County by approximately 41 percent through 2006.

Mr. Loewenherz reviewed the schedule for the Metro Six-Year Plan update. The County Executive's recommended plan is scheduled for publication in Fall 2001. Metro will release a discussion draft of the plan this month. Bellevue staff will complete the service component of the Bellevue Transit Plan by mid-April, which will allow time to influence Metro Transit Department's draft recommended plan scheduled for release by the end of May.

Mr. Loewenherz said the Bellevue Transit Plan contains a service plan, a capital plan identifying infrastructure improvements, and a policy plan. The service plan will include an evaluation of existing and future markets, evaluation of existing services, and a recommended approach for new investment. Mr. Loewenherz said public input gathered during development of the regional and local transportation vision statements will be used to update the City's transit plan. Bellevue recently completed a series of focus group discussions with youth, seniors, and transit riders. Bellevue will also participate in open house meetings to be held by Metro and Sound Transit.

Mr. Loewenherz reviewed some of the preliminary findings regarding needed service improvements. He noted that weekday services tend to be best during peak hours, and evening and weekend service is poor.

In response to Mr. Lee, Mr. Sparrman said many items in the 1995 transit plan were implemented. Items not completed will be reevaluated and reprioritized along with current needs and priorities.

Mr. Noble said the estimated service increase of 41 percent for the East Subarea is the smallest service increase predicted for all of the subareas. He questioned how these percentages were established by Metro and how much Bellevue is expected to benefit from the increased service hours. Mr. Sparrman explained that some of the increased service hours are gained as a result of Sound Transit taking over Metro routes and thereby providing additional Metro service hours for the Eastside. These hours are referred to as "banked" hours and are not considered in the "new" hours. Mr. Sparrman said the allocation of new service hours is based on population and includes 96,000 hours to be reflected in Metro's 2000-2006 plan plus the 46,000 hours that were lost in February 2000 but subsequently regained with the restoration of funding.

In response to Mr. Degginger, Mr. Sparrman said the Sound Transit "banked" hours have been allocated to the East Subarea and not Bellevue specifically.

In response to Mr. Creighton, Mr. Sparrman said Bellevue's transit plan will likely address new routes, realigned routes, and/or increased service frequency. Mr. Creighton expressed frustration with Metro's method of attributing service hours to the East Subarea for routes that run between the Eastside and Seattle. Mr. Sparrman said the issue of subarea equity is being addressed by King County Metro.

Mayor Mosher discussed the need for improved local transit service within the Eastside. Mr. Sparrman agreed and assured Council that staff will continue to negotiate for Bellevue's interests.

Mrs. Marshall said citizens want improved service to neighborhoods. She feels improved service between key Eastside activity centers would help reduce local traffic volumes. She suggested coordinated planning between cities to fully consider future developments such as the Microsoft campus in Issaquah and Boeing's potential move from Renton to Everett. Mr. Sparrman noted these issues will be discussed during Sound Transit's Phase 2 planning process.

Dr. Davidson is concerned about the allocation of service hours based on subarea population. He feels sales tax revenues generated by Eastside residents are not being fairly allocated to Eastside transit service. He is not in favor of dividing the county into subareas that then are forced to compete for funds. He would prefer a comprehensive approach to planning the best transit system for the overall county.

Mr. Degginger suggested that subarea allocations should be based not only on population but also on where jobs are located and the number of people traveling to and from a city each day. Mr. Loewenherz said staff's analysis is looking at current and future market conditions. Both population and employment will be considered as staff identifies the goals and objectives for the transit plan update.

Mr. Degginger feels there is a need to evaluate transit needs within the context of land use and transportation policy. He said Bellevue has been successful at meeting growth management targets and should be provided adequate transit to support these accomplishments. Mayor Mosher agreed that transit service is needed to support downtown development and increased density resulting from Bellevue's growth management efforts.

Mr. Lee expressed frustration that Metro's system provides much better service for Seattle than other areas of the county.

Mayor Mosher summarized Council's interest in staff's continued coordination with King County. He thanked Mr. Jacobson for attending the meeting.

Mayor Mosher declared the meeting adjourned at 9:50 p.m.

Myrna L. Basich
City Clerk

kaw